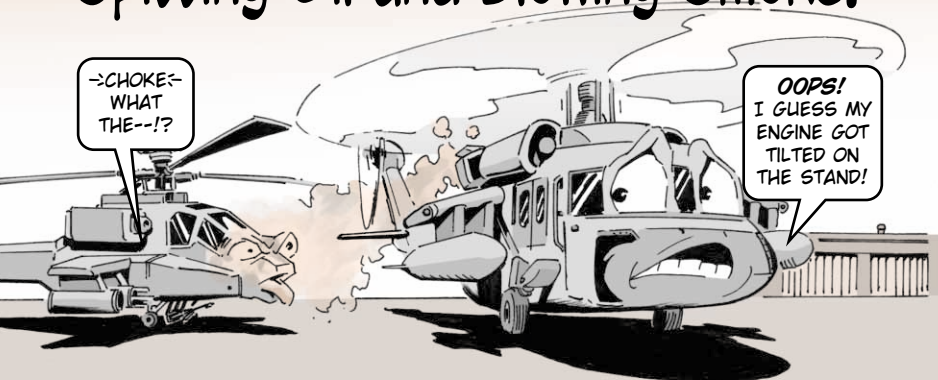


Spitting Oil and Blowing Smoke?



You might think, crewmen, that spitting oil and blowing smoke from a re-installed engine means pulling it again to have AVIM replace a bad seal. But, the problem may be that you tilted the engine when you removed it for AVIM repair or when you re-installed it after repair.

When you remove and install an engine or maneuver it around on a maintenance stand, sometimes the engine gets tilted.

When that happens, oil seeps from the A-sump through internal seals and puddles in the bottom of the swirl frame. Some of that oil gets blown through the inlet particle separator, or leaks through the stage 4 bleed tubes of the compressor stator split line.

You won't be aware of those leaks until the engine is back on the aircraft spitting oil and blowing smoke.

So it's steady as you go when removing and installing an engine or maneuvering one on a maintenance stand. Just like with pinball games, tilting means you lose. Tilt an engine and you'll have an oily mess to clean up.

If you see smoke in the exhaust, clean the engine and continue to operate it to burn off the oil like it says in Troubleshooting Procedure 59 of TM 1-2840-248-23.

